The lock at Vaikam was not useful to prevent the ingress of brackish water. The construction of a *chira* from Kallarai westwards to Vechur and the removal of the lock to the place where the Puttan *todu* met the *chira* would not only safeguard the *punja* lands, but would, when the groynes and sluices further down were removed, help the *mundakan* cultivators of Vaikam, Vadayar and Kadutturutti and serve to make a saving in the present expenditure incurred on the groynes, etc., annually. This *chira* would also provide a route from Vaikam to Ettumanur. The alignment could be along the outer bunds of the *Kari* lands.

Rules under the Village Panchayat Regulation, VII of 1100, should soon be issued. In the meantime, a committee should be appointed to control the culverts, groynes, etc., between Vaikam and Pennar *todu*. The groyne at Pennar was damaged by neglect but had now been restored with remarkable advantage to the adjoining fields at the instance of local ryots. *The muttu* should be made permanent as in the Puttan *todu*.

A model paddy farm should be opened at Kaipuzha as at Kuppapuram near Alleppey. As there was considerable difference between the soils at Kuppapuram and the *punjas* at Kaipuzha, Manjur, etc., it would then alone be possible to find out suitable manures. Adequate encouragement should be given to those who helped in checking diseases of plants and trees.

The following roads should be opened or improved :—

(i) The road from Chunkam to Aimanam took its course *via* Pandavam and met the road to Kumaranallur. If the *poramboke* to the east of Vasudevapuram can be utilised and two furlongs of road built, the road to Kudamalur ferry could be directly linked to the Kottayam road. A bridge should be constructed at the Kudamalur ferry, and the road to Arpukara and Mannanam, and that to Pala *via* Kaipuzha should be made fit for cart traffic.

(ii) A bridge should be constructed near the old Chunkam at Kudamalur. If a new bridge was considered unnecessary owing to the proximity of Nagampadam bridge, the proposed railway bridge should be so constructed as to be available for ordinary traffic as well.

(iii) To open up Akalakkunnam, Vijayapuram, Kidangur, etc., the roads from Manarkad to Kidangur, and from Mattakara to Punnattura river along the bank of the Pannagam *todu*, a road running south from Kidangur as far as the Kottayam-Kumili road, and from that road to Poottuchira should be opened.

Investigation should be conducted as to whether the diversion of the Minachil river at Pallikkunnu and Atirampuzha, to the Atirampuzha canal and thence to Kaipuzha canal would not facilitate communication, prevent flood damage and improve the fertility of the *punja* lands.

The Ettumanur Munsiff's court should be re-established by transfer either from Kottayam or Vaikam where there were additional courts. In the alternative, at least a Munsiff-Magistrate should be appointed at Ettumanur.

DEWAN'S REPLY: Mr. Kora Ouseph, you have given us a long list of requirements and all that I can do at the present moment is to assure you that your representations will receive careful attention.

137. Needs of the Kottayam town.

MR. M. PUNNOSE JACOB (*Member, Municipal Council, Kottayam*) said that all applications for lands available for registry within towns should be allowed. Gross injustice was being caused by the mistakes in measurements committed in the original survey or by the Assistant Tahsildars. A typical case was that of the alleged encroachment on survey No. 122/26 B, 2 cents of land containing a stone *kayala* and a mango tree 30 years old being included in the adjoining survey No. 121/31. The Assistant Tahsildar valued it at Rs. 50 per cent. while Rs. 2 is nearer the maximum price. In fixing ground value and tax, the soil, situation, productivity and other matters should be considered. The present rules regarding assessment were very severe, as land taxed at one fanam per acre at the settlement might now be assessed to Rs. 572. Not all area in municipal towns is of a distinctly urban character.

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Taxation should be based with some reference to the yield from the land. Due regard should be given to the money and labour spent upon improvements to the land. Demand notices were not served, but falsely recorded as having been served, and the tax-payer was obliged to pay the fee of four chuckrams. Endorsements under sections 7, 9 and 12 of the Land Assignment Rules were not granted, according to the rules; and even if issued they were not properly served. Objections and claims too were seldom heard and notice was not given. The rates of *taravila* and assessment should be reduced to the settlement rates.

At least 21 more beds should be provided in the District Hospital, Kottayam; a new building should be constructed for the hospital; and a volunteer should be appointed as House Surgeon and given an allowance to attend cases of motor accidents.

No new roads had been opened in the Kottayam town during the last thirty years. The phenomenal increase in vehicular traffic, particularly motor cars necessitated the opening of more roads, from Tirunakkara as far as Kanjikuzhi bridge.

The Nagampadam bridge should be restored to its original width, and as the iron pillars and girders remained intact, the cost would not be much.

The Vakathanam-Nalumanakkal canal, four miles long, was shallow and narrow in places. A portion was widened in 1065. It was included as the fifth work in the order of urgency in the programme of works in the Kottayam Division, prepared in 1908. The improvement of the canal would facilitate trade and develop the adjoining paddy lands.

The Library and Reading room at Kottayam was not working properly. It should be given an enhanced grant. A loan of Rs. 10,000 should be made for the construction of the Municipal office. New buildings were required for all the criminal courts except the Sessions Court. The Bench and the Stationary Magistrates' courts were held in rented buildings. The accommodation for prisoners was inadequate and unsatisfactory and it was necessary to build a separate sub-jail. The two departmental Vernacular schools at Tirunakkara should be housed in decent buildings instead of in temporary sheds. The Vernacular Middle School for Girls at the Cutcherry landing should be removed to a less congested and more suitable site.

A grazing ground should be reserved for the use of Kottayam town.

DEWAN'S REPLY: Mr. Punnose Jacob, your proposals in respect of *puduval* lands, will, I am afraid, involve radical changes in the existing *Puduval Rules*, and I am not sure whether, if adopted, your suggestions will not mean impeding the easy operation of the *Puduval Rules*.

2. Accommodation in the Kottayam Hospital has recently been improved by the provision of a lying-in and labour ward, and the Administrative Boad, Medical Services, inform me that they have further improvements and extensions in contemplation.

3. In the matter of the two roads to Kanjikuzhi, that is a matter for your Municipality to take up.

4. In the matter of Nagampadam bridge, the Chief Engineer has submitted an estimate for Rs. 10,690 for providing decking to the full width of the bridge and has applied for special funds. The matter is under the consideration of the Government. I shall also ask the Chief Engineer to take up the question of widening the Vakattanam-Nalumanakkal canal.

5. You talk of the Reading Room and Library being in a bad state and requiring better control, and as a remedy you suggest an increase of the Government grant. I do not think that an increased grant necessarily ensures good management and better control. In fact, I think good management and better control will be readily effected by pressure being brought upon the management by the members themselves or the substitution of new management. It does not depend upon the question of funds. I suggest that experiment to you. The present condition is an irrefutable argument for not raising the grant.

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6. In the matter of a loan to the Kottayam Municipality, the council should move.

7. The other points you mentioned will all receive consideration.

138. Needs of the Minachil taluk, Group I.

MR. KURIAKOSE CHACKO (*Member, Minachil taluk, Group I*) said that the jurisdiction over the Minachil taluk was divided between two Executive Engineers and three Sub-division officers. This was not conducive to proper administration. It would be more convenient if it was placed under the control of the Kottayam Division officer and any one of the Sub-division officers.

The following public works had to be attended to in the taluk :—

1. The construction of a bridge across the Minachil river on the Lalam-Ponkunnam road. The Member explained the urgent need for the bridge by means of a plan which he presented before the Dewan.

2. The Lalam-Punjar road and the two miles of the village road from Punjar should be extended to meet the road to Mundakayam constructed by Mr. P. T. Thomas. The people were prepared to construct the road. But the help of the Government was necessary in constructing one or two culverts on the road.

3. A bridge at Erattupetta on the Lalam-Punjar road should be constructed.

4. The village road from Erattupetta to Arakkulam was an ancient route. It should be made a public road. The trade between Erattupetta and Todupuzha would then develop.

5. The Kondur-Aruvittura village road should also be made a public road.

6. The Lalam-Punjar road, the Lalam-Todupuzha road, the Lalam-Ponkunnam road, the Erattupetta-Kanjirapalli road, the Ampara-Mankompu road and the Antinad-Melukavu road, maintained by the Public Works Department, were in a bad condition and should be properly maintained.

7. The maintenance of the following village roads taken over by the Public Works Department was not properly attended to :—

(i) Paikapinnakkunadu road,
(ii) Bharananganam-Vazhamattam road,
(iii) Bharananganam-Tidanad road, and
(iv) Bharananganam-Vilakkumadam road.

The Plasanal-Piravittanam road should be made fit for cart traffic as early as possible. The Edapadi-Piravittanam road and the Kizhatadiyar-Alanad road, two village roads, should be taken over by the Public Works Department for maintenance. The Lalam-Ramapuram road should also be taken up by the department for maintenance and a few bridges and culverts wherever necessary should also be constructed.

8. The road from the Antinad-Melukavu road to Vizhaku was under the management of the Public Works Department. It was in a very bad way. It should be improved. There was also the necessity for a bridge on this road near the Kadanad church.

9. There was a narrow river which divided the Erattupetta-Kanjirapalli road. If a bridge was constructed, the trade between these two places would develop considerably.

A First Class Magistrate's court in Minachil taluk was a necessity. The Government should arrange early for its establishment. The Police out-post at Pala should be transferred to the jurisdiction of the Pala police station. A charging station at Erattupetta and at Ramapuram should be established.

DEWAN'S REPLY: Mr. Kuriakose Chacko, we have gone through the question of the bridges and the roads together informally with the help of your map both now and in the morning, and I am glad to be able to tell you that, in the matter

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